

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TOMORROW, the 18th instant, commencing at 2.45 P.M.

RANGES—700 and 800 yards.
Ten Shots and One Sighter at each Range.
ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 17th May, 1901.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Cornhill Road, at NOON, on WEDNESDAY, the 29th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 29th instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 17th May, 1901.

BATU KAWAN SUGAR CULTIVATION COMPANY, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

Directors:

FRANCIS MAITLAND, Esq., (Messrs. Linstead & Davis).

HON. CATCHICK PAUL CHATER, C.M.G.

ROBERT G. SHERMAN, Esq., (Messrs. Shewan, Tomes & Co.).

DAVID ELLSWORTH BROWN, Esq.

CAPITAL \$400,000

in 8,000 Shares of \$50 each.

Payable \$50 per Share on application on 30th May, 1901.

Of the Capital \$100,000 has been taken up in

Tenang, \$100,000 in Hongkong, and the Balance \$150,000 is offered to the public.

THIS Company is being formed for the purpose of acquiring as a going concern the

Valuable Property known as the BATU KAWAN ESTATE situated in Province Wellesley, in the Straits Settlements, and continuing and extending the Cultivation of Sugar-cane and other produce.

The property has been cultivated and worked as a Sugar Estate for many years, and the present proprietors are now offering the Estate for sale for private financial reasons.

For Prospectus and full Particulars, apply to

Messrs. LINSTED & DAVID, General Managers, or to

Messrs. DEACON & HASTINGS, Hongkong, Solicitors.

Application Forms may be obtained at the

Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.

Hongkong, 17th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAMSUI AND FOCHOW.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAIR & Co., General Managers.

Hongkong, 17th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG,"

Captain Welsh, will be despatched as above on WEDNESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES:

FROM YOKOHAMA AND KOBE.

THE Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 17th May, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,

(B. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses, specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

Hongkong, 17th May, 1901.

Today's Advertisement.

\$45,000 to lend upon First Class Mortgage Security in large or small Amounts.

Apply—

J. J. FRANCIS,

4, Des Vaux Road.

Hongkong, 11th May, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1811.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAYA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, Hongkong.

DEATHS.

On the 11th of May, at No. 4, Amoy Road, Shanghai, CLARA BRUN, aged 48 years.

On the 10th of May, at the General Hospital, Shanghai, PATRICK VINCENT MURPHY, aged 49 years.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, May 15th.

During April, 106 Boers were killed, and 2,200 captured.

GENERAL HECTOR MACDONALD KNIGHTED.

General Hector Macdonald was knighted yesterday by King Edward.

MR. BRODRICK'S ARMY SCHEME.

A prolonged debate on Mr. Brodrick's Army scheme is proceeding in the House of Commons.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. F. Aldrich, U. S. Consul General, kindly forwards the following copy of telegram which he received from Manila to-day:—

MANILA OBSERVATORY, May 17th, 9.30 a.m.

Depression yesterday crossed between Luzon and Bismarck. Seems to be now in China Sea, West of Mindoro.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:—

On the 17th at 12.20 p.m. the barometer has fallen slightly on the China coast. A depression seems to be moving Eastwards in Manchuria, and pressure is highest over the E. coast of China. Gradients slight for N.E. and E. winds on the coast and in the N. part of the China Sea. Forecast:—Moderate E. winds, fair to showery.

LOCAL AND GENERAL.

It will be noted that the first typhoon warning of the season is to hand to-day.

A good shorthand reporter is wanted, vide advertisement appearing elsewhere.

H.M.S. *Daphne* has been ordered here from Shanghai and may be expected in a few days.

H.M.S. *Glory* docks to-morrow. She is expected to proceed north about the end of the month after having fitted up as flagship.

THE comet which our Straits contemporaries notice as being visible at Singapore should be seen here in the West shortly after sunset, if the weather is clear enough.

THE Criminal Sessions open to-morrow morning, when the charge of manslaughter against a Sanitary Inspector and the vitriol throwing case will come up for hearing.

H.M.S. *Bonaventure* is expected from the north in the course of the next fortnight. She will probably 'sit here' until relieved by the *Talbot* and then proceed to England to pay off.

THE Kobe City authorities announced that rats are again to be purchased at 5 sen a head from the 9th instant, with the view to their extermination as a preventive measure against plague.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

THE remains of the late Mr. Charles Dowdall were expected to arrive at Shanghai on the 13th of this month, by the P.M.S. *Chippa*, for interment in Shanghai, where he spent the greater portion of his life.

Sis Thomas Lipton's new yacht, the *Mock II* was launched at Dumbarton on the 21st ultimo. There was a brilliant assemblage to witness it. The Marchioness of Dufferin christened the yacht.

THE people of Kimberley have subscribed a sum of £361 to purchase a presentation sword and silver casket for General French. The De Beers Mining Company is giving twenty diamonds for the decoration of the sword hilt.

THE Nagasaki Customs authorities imposed a fine of five yen on Captain Wetton, of the Imperial German Mail liner *Irene*, at her last call there, for the accidental omission from the ship's manifest of some five packages of goods.

CAPT. de Richelieu, of the Siamese Navy, goes on leave to Europe after the King's trip to Java, and Captain Trolle takes over the command of the royal yacht *Mahachakri*. Captain Trolle is a post-captain in the Danish Navy.

MR. Alec Marsh's grand farewell concert to the Shanghai public was to have taken place on the 16th of this month. He was to be assisted by Signor Valenzi, and several leading amateurs, and popular prices was the order of the day.

A VERY bright comet was visible in the west, says the *Straits Times* of the 6th inst. At 7 o'clock it was about 7 degrees above the horizon. The nucleus was exceedingly brilliant, and the visible portion of the tail was about two degrees in magnitude.

CAPTAIN WIMMER of the ill-fated *Sobraon*, accompanied by the other officers left for London yesterday, by the P. & O. Co's steamer *Canton*. He is in poor health, he having been severely tried, says the *N. C. News*, by the late disaster and consequent troubles.

WE hear that there is a good deal of bad butter being sold by the Chinese. The tins are filled to within a short distance of the top with some sort of evil-smelling grease, and over this a layer of good butter is placed. It is high time that steps were taken to check these practices.

SANITARY Inspector L. E. Brett, accompanied by Mrs. Brett and three children, left for England this morning by the s.s. *Awa Maru*. Inspector Brett has been eight years in the employ of the Sanitary Board, and has well earned the twelve months leave on which he has gone home.

H.M.S. *Aurora*, says the *N. C. News* arrived at Shanghai on the 10th inst, from Tungying Island and Hongkong. She will relieve H.M.S. *Orlando*. H.M.S. *Daphne* arrived at Shanghai on the 11th inst. from Tungying Island. H.M. ships *Astraea* and *Orlando* are to leave Shanghai this week.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

THE members of the crew of H.M.S. *Astraea* gave a performance at the Lyceum Theatre Shanghai, on the 11th of this month. The first part of the programme comprised the usual nigger minstrel show, and the second part was made up of songs and dances, but the attendance was poor, there being many vacant seats in the building.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.

PROGRAMME.

1. Overture "La Fille du Regiment" ... Douillet.

2. Waltz "Donnan Weller" ... Ivanovitch.

3. Selection "La Fille du Regiment" ... Douillet.

4. Air "Favorite Song" ... Mendelssohn.

5. Chorus Solo "I. Maria" ... Kappey.

6. Polka "The Deep Blue Sea" ... Douillet.

"God save the King."

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

IN British North Borneo, the King's Birthday (9th Nov.) will be celebrated in place of the late Queen's Birthday. Instead of the Prince of Wales's birthday the Duke of Cornwall's birthday (3rd June) will be kept. The Queen Consort's birthday (1st December) takes the place of the holiday on the late Queen's Coronation Day (28th June.)

CONSIDERABLE anxiety is felt, say Shanghai papers of the 13th ult. as to the fate of two steam launches, the *Peiho* and *Cecilia* which came here from Hongkong for coal, and proceeded for Port Arthur on the 2nd instant, and have not since been heard of. Any news of them will be gratefully received if sent to the agents, Messrs. A. Belfield & Co., at Shanghai.

MRS. ARCHIBALD LITTLE, so well-known from her writings and from her inauguration of the anti-footbinding crusade, is now on her way home to England via Siberia. We trust that Mrs. Little will greatly benefit by her trip and that she will return to China again and attack the footbinding custom with renewed energy. She has already done much good work in this direction and the crusade is one with which everyone, irrespective of nationality or creed, is bound to sympathize.

THE Japanese Consul at Chefoo reports the prevalence of rumours that the coasts of Shantung and Liaotung are infested by pirates, and that numbers of their ships are assembled in the neighbourhood of Lai chow (near Chefoo). They are said to have raided the houses of all the inhabitants of a small island, and their operations have produced such a panic that maritime trade is almost interrupted. A small Chinese man-of-war, the *Ching-hai*, has been sent in pursuit of them. They are believed to be the remnants of the Tientsin robbers.

DURING excavations in connection with the lift at East Hill, Hastings, a large number of bones and portions of wooden coffins, containing large wares of apparently great antiquity, have been found. It is believed that the bones and coffins are those of ancient Britons, or of a race of savages who existed in the prehistoric days. The bones are very large and the skulls enormously thick, and must have belonged, in the opinion of Mr. P. H. Palmer, the borough engineer, to very powerful men. Mr. Palmer is, however, doubtful whether a Roman camp ever existed on the East Hill, and thinks it more likely that an old English settlement was situated there.

IN spite of the troubled times in China we are glad to hear of an enthusiastic anti-footbinding meeting being held at Amoy, where this movement first started, and also of a women's meeting held in Peking itself in the theatre of an Imperial Ducal Palace, with a Manchu Duchess and a favourite niece of the Dowager Empress present. Mrs. Sheffield presided on this occasion and also served as interpreter for Mrs. Archibald Little, then on a visit to the capital. It is so rare a sight to see a woman in the streets of Peking now that it is impossible to tell whether the anti-footbinding movement is growing there, or not. On this occasion in the audience some few with bound feet were to be seen and many women with unbound feet.

THE best mowing, the closest finishes, says "Daybreak" in *Sport & Gossip*, but the worst weather that race goes in China have ever experienced is the summing up of the spring race meeting of 1901. As regards the rain, as I suggested might be the case last week, we had the hors d'oeuvres on the first day, the entrées on the second and the whole joint on the third. After and before the races it rained, during the races there was a continual "sea fret" as it is termed, at any rate it was one of the most diabolically depressing meetings owing to the bad weather that I ever remember, and the jockeys on the third day, those who were unfortunate enough to gallop behind the leaders, returned to scale looking more like Moore and Burgess minstrels than white men.

REAR-Admiral A. K. Wilson, at present Controller of the Navy, who has been appointed to the command of the Channel Squadron in succession to Vice-Admiral Sir H. Rawson, won his V.C. at the battle of El Teb, and subsequently his old comrades in the torpedo school presented him with a sword. The form of the presentation was exceedingly appropriate, and at the dinner which accompanied the presentation, the gallant officer gave a far more lucid explanation as to how he won the V.C. than is to be found in the official record. The British square was being hotly pressed by the enemy and one corner was wavering. Wilson rushed to the front of the men to enable them to rally, while he tackled the blacks with his sword. During this conflict his blade snapped at the hilt, and dropping the handle, he engaged the enemy with his fists. Probably it was the first time the negroes had seen so perfect a specimen of the noble art of self-defence, and while they were marvelling at this kind of fighting the square at Wilson's corner completely rallied. The moment this had been done Wilson got behind human cover, and from that day to this he has never been on half-pay.

THE PLAGUE.

Number of cases reported Chinese 494

up till noon of the 16th Other Asiatics 7

May, 1901 Europeans 2

Number of cases reported Chinese 15

during the past 24 hours Other Asiatics 1

Europeans 1

Total number of cases reported to date 520

Number of deaths reported Chinese 470

up till noon of the 16th Other Asiatics 3

May, 1901 Europeans 1

Number of deaths reported Chinese 13

during the past 24 hours Other Asiatics 1

Europeans 0

Total number of deaths recorded to date 469

We regret to learn that Mrs. D'Agostini, the wife of the Naval Yard writer who is down with plague, has also developed the disease.

AT THE MAGISTRACY.

REMOVING HIS NEIGHBOUR'S LANDMARK.

Wong Wing was brought before Mr. Hazeland at the instance of Yan Yau Sze, a widow of Sham-shui-po, charged with removing and carrying away a boundary stone defining the boundary of a certain lot at Sham-shui-po. Defendant was bound over in his own bond of \$100 to be of good behaviour for six months.

PILFERED COAL.

Pang Tai, a boatman, was found by Roland Addington, P.C. 61, with five baskets of coal in his possession. As soon as Witness went on board his junk the Defendant threw four of the baskets overboard. Defendant said he bought the coal from shrimping boats. Mr. Hazeland imposed a fine of \$15 or a month, for unlawful possession.

ON THE HIGH SEAS.

Chan Kua, a fisherman on fishing junk No. 667, pleaded guilty to unlawfully and maliciously cutting and wounding with an axe, one Cheung Cheung and one Leung Kai, with intent to do grievous bodily harm, on board licensed fishing junk No. 667, while on the high seas on the 14th instant. Mr. Hazeland sentenced him to four months' hard labour.

AN ATTEMPTED SQUEEZE.

Mr. T. K. Dealy, a master at Queen's College, on Wednesday last took a chair. The coxies went slowly and were twelve minutes accomplishing a short journey. He gave the coxies 15 cents and they demanded 20. Mr. Kemp imposed a fine of \$5 of hard labour on the men.

OBSTRUCTING TRAFFIC.

Wong Hing Kee obstructed a pathway with a truck. Fined \$3 or ten days.

Ip Sum Tak's obstruction took the form of packing rice in Wing Lok Street. Fined \$10 or three weeks.

Yeung Un put ten baskets of vegetables on the footway in Wing Fung Street. Fined \$2 or ten days.

BACKYARD CASES.

Chan Tsz Chan was fined five dollars or fourteen days for obstructing the backyard of 42 Des Vaux Road. He was also ordered to clear it within a week.

Similar fines were imposed on Wong San, of 133 Bonham Strand, and Hui Sing Ki, of 13 Burd Street, for the same offence.

UNCLEAN.

Chan Shui, of 2 U Yam Lane, was fined \$10 or three weeks for failing to keep his premises in a cleanly condition.

UNLAWFUL CUBICLES.

Unlawful cubicles on their premises cost Li Yee Nui, of 21 Burd Street, and Tsang Yat Chan, of the third floor of the same house, five dollars each. The cubicles were ordered to be removed within a fortnight.

DEAR GRAZING.

Li In, was served with a notice from the Sanitary Board forbidding him to allow his seven buffaloes to graze on certain crown land. The notice was served on the 6th and on the 11th Li and his herd were back again as if nothing had happened. Mr. Kemp this morning refreshed his memory by a \$10 fine.

UNLICENSED BILLIARDS.

Manzo Ohtsu pleaded guilty to keeping a billiard table open to the public, at 14 B. Praya East, without a licence. A fine of \$10 or two weeks was imposed by Mr. Kemp.

PILFERED INDIA RUBBER.

The unlawful possession of two pounds of india-rubber, cost Tang Sum \$5 or fourteen days. He first said his master had given it to him, but on Mr. Hazeland offering to send for his master Defendant entered a plea of "guilty."

A WEIGHTY THEFT.

Wong Hing stole about 20 lbs. of lead from a matched near the Douglas Wharf. He said "a man in the street" gave it to him. A week's hard labour.

A STOLEN JACKET.

not benefit the Chinese, as far as midwifery was concerned.

Dr. Clark thought the question suggested by Dr. Bell did not arise. He did not care whether they were called midwives or nurses. Any person who attended in any shape or form upon any other person within ten days from childbirth should have a licence. They did not want to recognise midwives who had no training; they were thinking of the infants after they were born.

Mr. Brevin suggested that the father and mother be made responsible for registration, and Dr. Clarke replied that they were so by the law at present, but that it had not been enforced.

Hon. F. H. May said that the resolutions covered such a lot of ground that he thought it would be well to refer them to a subcommittee. There was one thing, it was against the law of the Colony to put a dead body at the door of a convent, or anywhere in the public streets, and at the present time there were a hundred soldiers assisting goodness knows how many police to prevent that being done. And, notwithstanding that, there they were, with the full knowledge that it was being done, looking on smiling at it. He did not see why they should do so. "There was a law against any person removing a dead body from a house, and it was also an offence against the law to deposit a dead body in the street. He moved that the resolutions be referred to a subcommittee consisting of Drs. Bell and Clark, and Mr. Fung Wo Chan.

The motion being seconded, was put to the Board, and carried. Mr. Brevin adding that instructions might be given to the subcommittee to find out what steps the Government were taking to deal with the question, for Dr. Hartigan had stated that he had some years ago furnished a report to the Government on the whole question, and he thought the committee should not take any steps until they saw what had been recommended by their predecessors.

THE HEALTH REPORT.

Some correspondence referring to the death-rate from phthisis was laid on the table.

PUBLIC RATES.

The Secretary read the minute from His Excellency the Governor about public baths, which appeared in yesterday's issue.

RETURNS.

The Linewashing Return for the past fortnight showed that 2,336 houses had been cleaned. The Linewashing and Mortality Returns were laid on the table.

PLAQUE AT MACAO.

Dr. Clark drew the attention of the Board to the fact that plague was increasing in Macao. The death rate for the week ended 4th May, 1901, was 29.1. There were 17 deaths from plague last week. They could insist upon medical inspection of all arrivals from Macao.

Dr. Bell pointed out that scarcely any one left Macao feeling ill; they preferred to stay there rather than leave for Hongkong. He had had some experience of that. For two years he had put the passengers coming over in line, and had examined them with very little result, for he never saw a man in a bad state. He did not see the use of insisting upon a medical examination from places like Macao and Canton. It was a lot of extra work for absolutely no use whatever.

The Hon. F. H. May remarked that it was not only the *Hongkong* that they would have to overhaul, but all the junks besides.

A "BACKYARD" APPLICATION.

An application from Mr. L. P. San Woo, the owner of the house No. 175, Queen's Road Central, submitted the building plans and applied for exemption as far as regards the "backyard." The application was negatived.

THE SIEGE TRAIN BULLDOGS.

The Board declared the Siege Train cattle free from foot and mouth disease. That was all the business.

ASBESTOS BUILDINGS FOR THE TROPICS.

We have received the following communication with the compliments of Messrs. Blackhead, who are the agents in this Colony for the unexcelled firm—

Asbestum und Gummiverke Alfred Calmon Aktiengesellschaft, Hamburg, Berlin, Dresden, Munich, London, Vienna.

This Company has built for the German War-Office two Asbestos dwelling houses each containing ten apartments for officers and their families.

The material employed (Asbestos-Slate) as well as the manner in which the order was executed met with undivided appreciation on the part of the authorities in question.

The magnificent qualities of Asbestos-Slate, its incombustibility, maximum protection against heat and cold, light weight, and easy application, are gaining for it friends wherever introduced, and the above company are daily in receipt of orders not only from Germany but from almost all parts of the world.

It may be regarded as a glorious triumph for the Asbestos industry that in view of the exceedingly satisfactory results of the tests made by the Austrian Naval Authorities, it is proposed to construct ships-cabins and furniture of Asbestos-Slate, and a trial order for this purpose has already been placed.

In addition to numerous houses for the tropics, a large and beautiful villa for Baron Nathaniel Rothschild has been supplied.

THE "AJAX" ASSAULT CASE.

Most of the European papers published in Japan devoted much space and attention to the case of assault on a coolie on board the s.s. *Ajax* at Yokohama. They appeared to think that the sentence on Mr. Gilmore for striking the coolie was very severe, and partly instigated by racial feeling. It seems, however, from particulars published by the *Yokohama Speculator*, that the case was conducted in accordance with the code of Criminal Procedure, and also that the sentence the accused might lawfully have received was much reduced. Hence it seems that if the sentence was severe, as we think it was, the outcry of the press should be directed to the alteration of statutes that are too severe for cases of common assault, but not against those who are bound to administer the law as they find it.

That class of coolie or labourer, one of whom Mr. Gilmore struck, are admittedly the lowest and roughest of their kind, and the world over, of whatever nationality they may be, and often the only order they understand or obey are those which they know will be carried out by physical force, if they are lazy or unruly.

If every coolie thought he could be impudent to any officer of the ship he happened to be working on, whenever he pleased, without fear of a little wholesome discipline, there would very soon be an end to all law and order on board a vessel in port, crowded as she usually is with a swarm of the lowest class of dock labourer and wharf loafer, and the coolies would know very well that the three or four officers on a cargo steamer are much too busy to take every paltry little case into Court, instead of summarily settling the matter on the ship.

THE CRISIS IN THE NORTH.

A Serious Accusation.

SHANGHAI, May 13th. It is stated that a Censor has recently denounced to the Throne the students of the Tungwen College at Peking, accusing them of having joined the Allied forces as interpreters when the city fell. The memorialist acknowledges that there were a few who were loyal enough to refuse to join the enemy, and also some who were forced into joining having done all they could in their new capacity to ameliorate the condition of their fellow-countrymen when placed at the mercy of Foreign troops. But the majority of the students—and some of their teachers—forgot their duty to their country and sought only for what was to their best personal advantage. It is therefore recommended that after peace has been declared the conduct of the students should be investigated and the guilty punished.

A Rumour.

The Tientsin *Jeih Shun* states that it is reported that the calling of H.E. Hu Yu-fen, ex-Governor of Peking and ex-Director-General of Northern Railway to Peking, is due to the intention of the British Government to return the Peking to Shanhaikwan Railway to the Chinese Government after the conclusion of peace, and that H.E. has been chosen to take charge of the railway, on account of his being a persona grata with foreigners.

An American Railway.

The same paper states that an American syndicate intends to get the permission of the Chinese Government to allow them to construct a railway between Chinghsan, Hupeh province, and Siangnan, Hunan, province, and that this railway is intended to be a branch line of the Canton-Hankow Trunk Railway (Yueh-Han Line).

The Court's Movements.

There is evidence that the friends of the Emperor, if he is fortunate enough to escape the hostile intrigues of the notorious eunuch, Li Lien-ying, these few days, will be able to get his Majesty to start for Peking. As matters now stand the Empress Dowager will not accompany his Majesty to the capital, but will remain at some half-way city until everything is settled at Peking, and there is less chance of her being troubled by the Foreign Powers who are opposed to her.

The above news comes from a reliable source at Hsian and may be taken as a true description of the intentions of both the friends and the enemies of the Emperor at Court. News from the same source further confirms what has already appeared in these columns, namely, that Li Lien-ying and his party are actually scheming to place the heir-apparent, Lu Chin on the Throne, and make the capital of the Empire at some strong inland city, and also that the friends of the Emperor are doing their utmost to guard his Majesty from harm.—*N. C. Daily News.*

TIENTSIN.

Affairs in the North.

(From our own Correspondent.)

TIENTSIN, May 6th.

Last Friday a court martial was held on the French soldier who attacked and wounded a British officer in the British Settlement some little time ago, since which time the said officer has been laid up in hospital, his wounds being a nasty slash on the shoulder and one on the head. The Court, which sat in the French Municipal buildings, was largely attended, and a rather amusing case was put to the general public. The French prosecutor made out a strong case against the man, calling the attack both cowardly and brutal as it distinctly was; but the Counsel for the defense pleaded that the man ought to be let off as he had once obtained a medal for saving life and was therefore obviously a fine fellow, and in any case he was drunk and should be excused. The Court decided, however, that drunk or sober the offense was a serious one and sentenced him to six months imprisonment, of which his month's already incarceration would count. His companion was sentenced to one month which was already expired. Seeing, however, that the British officer was not altogether disliking the sentence, which was a sentence which may be regarded as the whole and the end of the matter.

There has been less trouble with the French since, but another tragedy occurred in the renowned Taku Road last night in which a Russian Naval officer was the victim. It appears a party of Russian Naval officers had been dining at the Astor House and reached a pretty jovial state when they decided to finish up their carouse in one of the low houses in Taku Road. On the way thither one of the officers flourished his sword and made lunges at a German sentry, who thinking to intimidate him fired into the air. The officer however still came at him, and in self-defense the sentry fired at him, the shot penetrating the stomach and killing the officer on the spot. The general verdict of the public is inclined to be "served him right." Drunken officers have no right to get off scot free, and much cannot be said for officers who, however drunk, penetrate such a quarter as the Taku Road at night. There will probably be a little police action of the affair under the circumstances.

On Saturday the R. H. Artillery, B. Battery, gave a most interesting exhibition of trick riding, driving and other competitions, hospitably providing tea, cakes and other refreshments for the very large attendance which assembled to marvel at and admire the wonderful feats of horsemanship. A great many German officers were present and they were all very outspoken in their praise and admiration of the marvellous artillery driving competition in which teams of gun carriages fully limbered were driven full speed between close set posts, the winning team only dislodging one. They also consider it marvellous the way in which our officers and men can associate freely in these sports without the slightest breach of discipline and want of respect on the part of the men. French discipline is an unnegotiable quantity altogether; while the German grip can never be released for a moment. Yet our officers can play with our men, joke with them and be kind to them without ever a thought that the men will forget for one moment what is due to their superiors. For this we have no doubt to thank voluntary service as distinguished from conscription.

Dr. Robertson has returned here from home with his bride, and is very warmly welcomed. He has been much needed here. One young doctor however willing, and agreeable, and popular, has hardly sufficient to cope with the requirements of our community, and the best will in the world cannot bestow on golden twenty-five the experience of forty. Even with Dr. Robertson back, now that so many strangers have come to play in regard to too well off for medicine. One place in regard to nurses is still worse, though Dr. Robertson has brought out a second nurse from home, there is really no one to go and

take infectious or lengthy cases in private homes, and the Hospital accommodation is exceedingly limited. If only some of the many women with some private means who have been trained as nurses could know how valuable their services would be in this remote station they would not doubt but be unwilling to come out here and settle. If anything in the shape of an epidemic should break out here the inadequacy of our existing arrangements would be at once realized.

A subscription list is now going round with the object of giving Mr. Jim Watts a wedding present from the community for his valuable services in our hour of need during the Siege. It is not at present decided what form the presentation will take, but it will probably be something valuable.

NAGASAKI BEACHCOMBERS AND THE POLICE.

In Nagasaki it would seem that it is not the foreigner's lot to obtain protection from the police, says the *Press* of the 10th inst. An illustration of this fact was depicted last Tuesday morning when two foreigners were set upon by a gang of beachcombers and severely maltreated, while the police stood by as spectators. The disturbance was a sequel to the refusal of the captain of the American sailing ship *John A. Briggs*, now in harbour, to ship four beachcombers as part of his crew. On the above day, the captain and chief officer of the ship came on shore, and were accosted by one of the fraternity who posed as a shipping master, and who asked the captain to ship four beachcombers. The captain refused to ship them as a worthless gang, and refused to ship them whereupon he received a violent blow on the face from his interrogator. The remainder of the gang now took part in the melee, and the two ship officers were severely assaulted. While all this was proceeding the police were idly gazing on and, when requested by a foreigner to take the beachcombers in charge, refused point blank to move in the matter.

FORMOSAN CHINESE WANT A LOTTERY.

The Tokyo correspondent of the *Nagasaki Press* says—It is stated that the most reliable authority that the Formosan administration will adopt a Government lottery, the sanction for which, it is said, was obtained at a recent Cabinet meeting. The reasons given for the establishment of the lottery are that the Manila lottery has been abolished since the U.S. Government assumed administrative power in the Philippine Islands; that there is a great demand for a lottery among the Chinese population of Formosa, which is evinced by petty gambblings of all sorts; and that there is every prospect of hard cash being attracted from the opposite shores of Amoy. The Government's expenses in this respect are estimated at one million yen per annum, after all the working expenses have been deducted. In all probability the Bank of Formosa will be entrusted with the management of the lottery. It appears that the Government is determined to adopt a different policy towards Formosa, but seeing that lotteries are prohibited in the main island, it seems odd that the Government should countenance the scheme. No doubt financial stringency is at the bottom of the affair. None the less, it is to be regretted that the authorities are driven to such desperate straits.

COREAN NEWS.

(Via Japan.)

SEOUL, May 7th.

The Korean Emperor now seems inclined to cancel the contract for the French loan. Cho Pyengik, Premier, being convinced that the Emperor is opposed to the loan, has sent in his resignation, hoping thereby to assist the opposition to the contract. Yi Yo-yoku is severely censured by other officials and is also inclined to oppose it. They have been consulting as to the opening of negotiations with the French Minister to Seoul on the affair.—*Asahi.*

SEOUL, May 8th.

The probable abandonment of the French loan contract is welcome to the majority of the Court officials and it is understood that the French Syndicate is willing to agree to its abrogation if satisfactory compensation is paid. The only difficulty will be the amount of this compensation.

Yu Ki-kwan has been appointed an Ambassador; but his location is not at present definitely known.—*Asahi.*

SEOUL, May 8th.

There is no real ground for an open protest against the Korean loan, but Mr. Hayashi, Japanese Minister to Seoul, is acting as energetically as possible through private channels. He was received in audience by the Korean Emperor on the 5th inst., and laid his resignation before His Majesty in detail. The Emperor is reported to have been convinced of the probably disastrous result of the loan and it is expected that the contract will be countermanded. Should it only be amended, the offer of the Customs revenues as security and proposal to put some of the bullion into coinage will be amended. The amount of the loan will also be greatly reduced. Cho Pyengik, Premier, who has been the principal mover in the affair, has already resigned and Yi Yo-yoku, Director of the Industrial and Commercial Bureau of the Financial Department, is an official despatch to the Japanese Government simply stated that the contract will shortly be amended.

Mr. Pavloff, Russian Minister to Seoul, who is in Tokyo at present, sent a lengthy telegram to St. Petersburg this morning, on receipt of a report from Seoul announcing the amendment or countermanding of the French loan contract.—*Mainichi.*

NOTANDA.

CALENDAR.

May. Meteorological means based on ten years' observations to 1899.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT. On date at 4 p.m. On date at 10 a.m.

Barometer	29.88	29.76
Temperature	80	78
Humidity	77	85
Rainfall		

TO-DAY.

Friday, 17th May, 1901.
Chinese—29th of 3rd moon of 27th year of Kuang-shi.
Sun—Rises 5hr. 21min.
Moon—In P. 6hr. 30min.
High water—Morning 7hr. 35min.
Afternoon 2hr. 20min.
Low water—Morning 9hr. 30min.
Afternoon 4hr. 35min.

ANNIVERSARIES.
1838—Prince Talleyrand died.
1858—A reward of \$500 offered by Sir John Bowring for the arrest of the pirate Chu-A-Kwai.
1864—Loss of the French warship *Iscere* off Amoy.
1879—Arrival of General Grant in Shanghai.
1886—King of Spain born.
1893—The four-masted ship *Semali* towed into Hongkong distroke.
1897—Battle of Donkoko.
1899—Sam Chun taken by the British troops.

TO-MORROW.

Saturday, 18th May, 1901.
Chinese—1st of 4th moon of 27th year of Kuang-shi.
Sun—Rises 5hr. 20min.
Set 6hr. 35min.
Moon—New Moon 1hr. 44min. a.m.
High water—Morning 7hr. 15min.
Afternoon 2hr. 5min.
Low water—Morning 9hr. 20min.
Afternoon 4hr. 20min.

ANNIVERSARIES.

1842—The city of Champo taken by the British troops.
1866—Nicholas II, Czar of Russia, born.
1873—Khiva captured by the Russians.
1877—Ng Choy, the first Chinaman to adopt the legal profession, admitted to the Hongkong Bar.
1886—Destructive fire in Shanghai; 55 houses destroyed.
1891—Anti-foreign riot at Ngankin.
1896—Suicide of Lieut. Commander Adair, of H.M.S. *Flycatcher*, at Yokohama.
1897—Domokos abandoned by the Greeks.
1899—Chinese Government sign loan of £16,000,000 from H.K. & S.H. Bank.
1899—Peace conference meets at the Hague.

AGENDA.

TO-PAY.
Cargo ex *Suisang* subject to rent.

TO-MORROW.

Noon—T. K. N. steamer *Hongkong Maru* leaves for San Francisco via Shanghai, etc.
2.30 p.m.—Public Auction by Messrs. Hughes and Hough at their Sales Rooms.

MONDAY, 20th.

3 p.m.—Public Auction of Crown Land.

TUESDAY, 21st.

Noon—N. Y. K. steamer *Akashi Maru* leaves for Japanese ports.
3 p.m.—C. S. N. steamer *Suisang* leaves for Indian Ports.

WEDNESDAY, 22nd.

Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co., at the Dispensary.

Noon—Public Auction by Messrs. Hughes and Hough at their Sales Rooms of the British steamer *Soborn* and the portion of her cargo remaining on board.

5 p.m.—A. L. Co.'s steamer *India* leaves for Japanese Ports.

THURSDAY, 23rd.

3 p.m.—Extraordinary General Meeting of the Shareholders of the Wanchai Warehouse and Storage Co. Ltd., at their office.

FRIDAY, 24th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc.

(About)—P. & O. S. N. steamer *Paramatta* leaves for Shanghai.

SATURDAY, 25th.

Noon—U. S. Co.'s steamer *China* leaves for San Francisco via Shanghai etc.

Noon—P. & O. steamer *Bengal* with Mails leaves for Europe etc.

SUNDAY, 26th.

Daylight—O. S. K. steamer *Maiduru Maru* leaves for Coast Ports.

WEDNESDAY, 29th.

Daylight—O. S. K. steamer *Akashi Maru* leaves for Coast Ports.

Ngong—N. D. L. Co.'s steamer *Preussen* leaves for Southampton.

THURSDAY, 30th.

5 p.m.—E. & A. Co.'s steamer *Eastern* leaves for Australian Ports.

FRIDAY, 31st.

(About)—P. & O. S. N. Co.'s steamer *Jawa* leaves for Shanghai and Japan.

SATURDAY, 1st June.

(About)—P. & O. Co.'s steamer *Ceylon* leaves for Marseilles and London.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 13th.

F. Urquhart, chief engineer *Thales*, goes on home leave.

J. Millar, and engineer, *Formosa*, has been promoted chief engineer, *Thales*.

Ed Potts, *Kinkiang*, has resigned his ship.

W. McKechnie 2nd engineer, *Thales*, has been promoted and engineer, *Hailong*.

E. J. Stoddart, chief engineer, *Diamond*, goes on home leave 15th inst.

W. J. Harrison 2nd engineer, *R. C. Lekin*, goes on home leave 15th inst.

Captain R. D. Thomas has gone in command of the *Nanning*, on the Canton-Wuchow run.

May 15th.

Mr. A. McColl, 3rd engineer, *Tamsui*, has been transferred to the *Wuchang*.

Mr. E. Monkman, 2nd officer, *Kwaiyang*, has been promoted chief officer, same steamer.

Mr. A. A. Cox, 2nd engineer, *Tamsui*, is transferred to the *Wuchang*.

Mr. W. C. Ramsey, from leave, has gone 2nd officer, *Tamsui*.

Mr. L. Thomson, 2nd officer, *Kiutiang*, is on leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Natal*) 20th instant.
American (*Doric*) 24th instant.
Canadian (*Empress of China*) 28th instant.
American (*Peru*) 8th prox.

The N. Y. K. steamer *Wakasa Maru*, (European Line) left Singapore for this port yesterday, the 16th inst., and is expected to arrive here on Wednesday the 22nd inst.

HONGKONG AND WHAMPOA DOCK RETURN.
U.S.S. *Bennington* ... at "Kowloon" Dock.
Nanchang ... " "
Hongkong Maru ... " "
Hailong ... " "
Union ... " "
Kiang Tung ... " "
Hani ... " "
Fel Hoo ... " "
Glengyle ... " "
Maede ... " "
Neuarc ... " "
Satur ... " "
Burnside ... " "
Companiale Filipina ... " "
Hangchow ... " "
Colonies ... " "
Pettiana ... " "
Bergenthus ... " "

PASSED THE CANAL.

Outward—23rd April—*Annam*, *Remoh*, 26th April—*Wakasa Maru*, *Coulson*, 30th April—*Prometheus*, *Strassburg*, *Auchenard*, *Dragonair*, *Heathburn*, 3rd May—*Ernest Simons*, *Glengyle*, *Jawa*, *Alia*, *Valerie*, *Lai-sang*, *Alia*, *Lindesail*, *Redfern*, 8th May—*Ching Wo*, *Albion*, *Sweden*, 10th May—*Czech*, *Oloarne*, 14th May—*Banagora*, *Glaucus*, *Alaya*, *Indian*, *Sydney*, *Sandia*, *Homeward*—3rd May—*Sector*, 8th May—*Tamsui Maru*, *Freiburg*, 10th May—*Bombay*, 14th May—*Sibiria*, *Ness*.

Arrivals at Home—4th May—*Julepollis*, *Moravia*, *Pathan*, 9th May—*Ernest Simons*, 11th May—*Februina*, 15th May—*Stuttgart*, *Tamsui Maru*, *Edinburgh*.

SHIPPING.

Arrivals.

GISELA, Austrian steamer, 2,640 T. Moscon, 16th May, Kobe and Moji 13th May, General—Sander, Wieler & Co.

PROGRESS, German steamer, 687 T. Brandt, 17th May, Tournon 14th May, Coals and General—Siemssen & Co.

TRYM, Norwegian steamer, 710 T. Hans. Dall, 17th May, Amoy 15th May, Ballast.—A. R. Marty.

ULYSSES, British steamer, 2,281 T. J. Edmandson, 17th May, Moji 12th May, Coal and Nuts—Butterfield & Swire.

NANYANG, German steamer, 1,016 T. E. Hass, 17th May, Canton 16th May, General—E. A. T. Co.

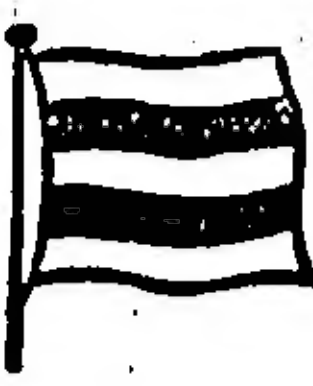
KWANG LEE, British steamer, 1,467 T. Gordon, 17th May, Canton 16th May, General—C. M. S. N. Co.

CLARA, German steamer, 675 T. A. Hansen, 17th May, Pakhoi and Hoihow 16th May, General—J

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	YOKOHAMA, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
INABA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 18th May, at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th July, at Noon.

THE Twin Screw Steamship.

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 18th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th May 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED.

66, Queen's Road.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DOBIC"	SATURDAY, 1st June, at Noon.
"PEBU"	TUESDAY, 18th June, at Noon.
"COFIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"SALTY"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

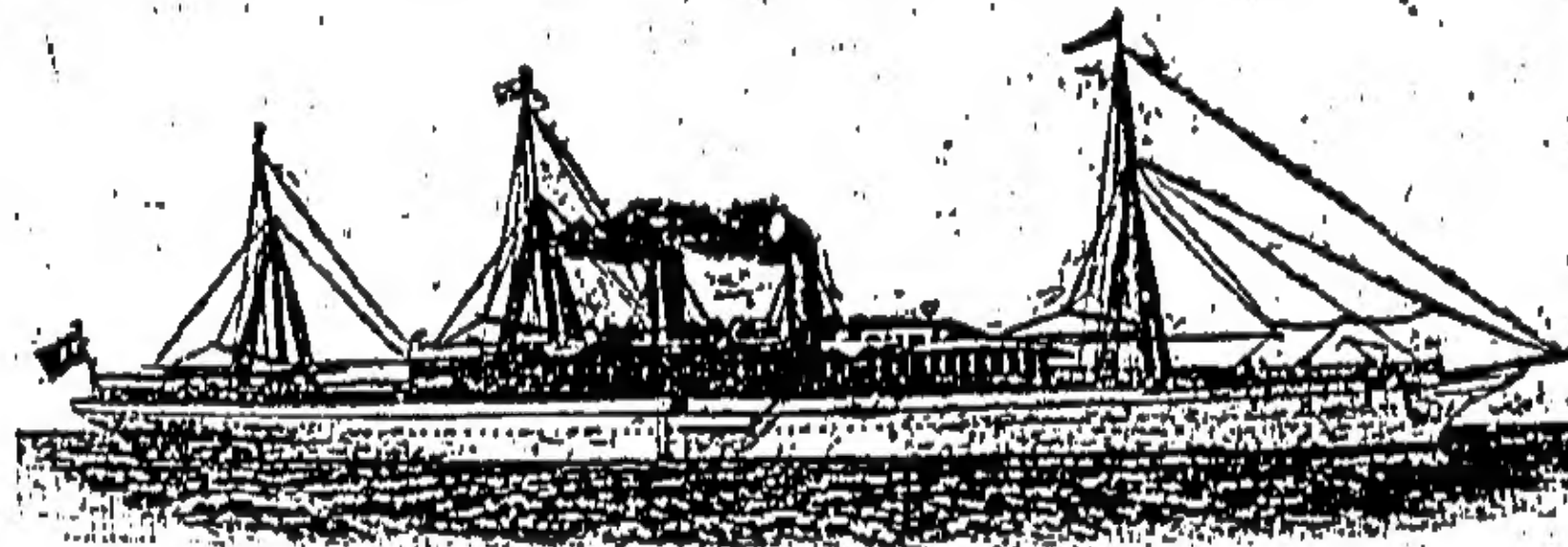
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE)	24th May. Freight.
Wagner	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG)	31st May. Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	10th June. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	
Heimpel	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
NEWCHWANG	"NANCHANG"	19th instant.
AMOY and SHANGHAI	"WOOSUNG"	21st instant.
MANILA	"SUNGKIANG"	21st instant.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ACHILLES"	18th May.
"	"PROMETHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CAIOHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS"	9th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 15th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain Tadd, will be despatched as above on TUESDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th May, 1901. [521c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"INDIA,"
Captain Ghezzi, will leave for the above places, on WEDNESDAY, the 22nd instant, at 5 P.M.

For Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 15th May, 1901. [528c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King—1,379 | about | June 10

THE Steamship

"BELGIAN KING,"
will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 7th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 184c.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901. [529c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA,"
Captain will be despatched for the above Port on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901. [527c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"
(3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th May, 1901. [530c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" 24th May.

"HILGLEN" 14th June.

"LOWEY CASTLE" 30th June.

"HEATHBURN" 17th July.

For Freight and further information, apply to DODWELL & Co., LIMITED.

Hongkong, 6th May, 1901. [445c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1901. [481c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

W.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901. [520c]

To be Let.

TO LET.

"WOODLANDS WEST," No. 9, SEV. MOOR ROAD.

Apply to "S.B." C/o This Office.

Hongkong, 13th March, 1901. [322c]

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to LAU CHU PAK, Case of A. S. Watson & Co., Ltd.

The Share Market.

LATEST QUOTATIONS.
(May 17th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	3 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	1
The Bank of China & Japan, Limited. (Preferred)	£ 1	55 buyers
National Bank of China, Ltd.	£ 8	37 buyers
Do. Founders.	£ 1	51 buyers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$335 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$59 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$181
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$35 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$132
China & Manila S.S. Co., Ltd.	£ 40	\$53 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sales
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$134 sellers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 8	\$7.15 sellers
Punjab Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages de Tonkin	Fr. 250	\$320 buyers
Queen Mines, Ltd.	25 cts.	8 cwt. sellers
Jebeu Mining and Trading Co., Ltd.	\$ 3	\$245 sellers
Raub Alluvial Mining Co., Ltd.	170.100	\$20
Oliver Freshford Mines, Ltd.	\$ 5	\$24
Oliver Freshford Mining, Ltd.	\$ 5	\$1 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$317
Kowloon & Whampoa Dock Co., Ltd.	\$ 50	\$103 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 61	\$224 buyers
China Provisional Land & Mortgage Co., Ltd.	10	\$91 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$56 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$130 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Other Companies.		
Alhambra, Limited	\$500	100 p. buyers
La Commercial, Ltd.	\$500	100 p. buyers
Hensiana Limited	\$500	100 p. buyers
La Favorita	\$500	100 p. buyers
Green Island Cement Co., Ltd.	\$ 10	\$20
China-Borneo Co., Ltd.	\$ 15	\$38 sales
A. S. Watson & Co., Limited	\$ 10	\$17
Watkins, Limited	\$ 10	\$14 sales
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong and China Gas Co., Ltd.	\$ 50	\$1574 nominal
Go Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	£ 10	\$20
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$110 sales
United Asbestos Oriental Agency, Ltd.	\$ 4	\$11 buyers
Tehran Planning Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

BENJAMIN, KELLY & PORTS,
Share Brokers.Telegraph Address—"Rialto."
Telephone No. 117.

VISITORS AT THE HONGKONG HOTEL.

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Gibson, Mr. and Mrs.	Thomas, Mr. Harry
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Hochappel, Mr. E. C.	Frank W.
Howard, Mr. Thos.	Whiley, Mr. W. J. G.
Hawkins, Mr. & Mrs.	Wild, Lieut. and Mrs.
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Irving, Mr. E. N.	Mrs. A. A. and child
	Woolen, Mr. J. J.
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Brayne, Colonel F.	Macfie, Mr. C. Gordon
Brusse, Mr. G.	Martin, Mr. R.
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Carrington, Sir John	Newall, Mr. Stuart G.
C.M.G.	O'Gorman, Col. The
Carrington, Miss	O'Gorman, Madam
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Dann, Mr. G. H.	Pollock, Mr. H. E.
Drum, Mr. F.	Pyne, Capt. R.A.M.C.
Eckel, Mr. J. S.	Pyne, Mrs.
Eckel, Mr. J. S.	Quoad, Mr. W. H.
Fabrizi, Mr. Andrew	Ross, Mr. A. B.
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Gumpert, Mr. and Mrs.	Wheeler, Lt.-Col. J. L.

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Anderson, Mr. Jas.	Crouch, Mr. J. W.
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Lionel	Low, Mr. A. R.
Brown, Mr. and Mrs.	Pye, Mr. E. Burns
H. W.	Rubio, Mr. and Mrs.
Canton, Staff-Surg. H.	W. A. and child
Canton, Mrs.	Suter, Mr. Hugo
Crakenhorp, Mr. C. S.	Volpicelli, Consul
E.	

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Davies, Mr. W.	Lewis, Mr. and Mrs.
Dean, Mr. F.	E. G.
Downs, Mrs. Lottie	Nobbs, Prof. A. P.
Earby, Mr. E. A.	Spittles, Mr. J.
Kennedy, Mrs.	Wishit, Mr. & Mrs. H.
Leary, Lieut. C.	

EXCHANGE.

Hongkong, 17th May.	
ON LONDON, Telegraphic Transfer	111 1/16
Bank Bills on demand	111 1/16
Credit 3 months sight	110 1/16
6 months sight	110 1/16
ON BOMBAY, Telegraphic Transfer	147 1/2
On demand	148
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days sight	72 1/2
ON YOKOHAMA, T.T.	24 1/2
Overseas Bank's Buying Rate	\$107
Gold Leaf 100 touch, per tael	\$19
Bar Silver	\$7 1/16
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 17th May.	
New Pattern	\$334 per chest
New Benares	9724
Old Benares	995 per picul
Old Malwa	830
Perist, paper tied	870

VESSELS IN PORT.

Steamers.	
ATHENS, British steamer, 2,444, H. Mowatt, 8th April, Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.	
BERGENHUS, Norwegian steamer, 2,344, F. H. Svendsen, 9th May, Moji and May, Coal.—Butterfield & Swire.	
BURNIDE, American steamer, 1,400, A. H. Luffin, 14th April, Manila 11th April, Cable.—Government.	
CHINA, American steamer, 3,187, W. B. Seabury, 16th May, San Francisco 17th April, and Shanghai 14th May, Mails and General.—P. M. S. S. Co.	
CHING PING, German steamer, 1,049, S. Newman, 16th May, Canton 15th May, General.—C. E. & M. Co.	
CHUNSHAN, British steamer, 1,410, L. A. Muir, 11th May, Hongkong 5th May, Rice.—Jardine, Matheson & Co.	
CLAVERTON, British steamer, 2,085, Parker, 6th May, New York 6th May, Case Oil.—Order.	
DAPHNE, German steamer, 1,200, Th. Nissen, 11th May, Moji, 8th May, General.—Siemens & Co.	
ELSA, German steamer, 1,702, Schwanndt, 13th May, Canton 13th May, Coal.—Jensen & Co.	

E-SANO, British steamer, 1,127, Hay, 13th May, Hongkong 10th May, Coal.—Jardine, Matheson & Co.	
HATCHING, British steamer, 1,267, T. P. Hall, 9th May, Tamsui via Amoy and Swatow 8th May, General.—Douglas, Laprak & Co.	
HONGKONG, British steamer, 999, J. Pearce, 21st Mar., Shanghai 18th Mar., General.—Butterfield & Swire.	
HANOI, French steamer, 768, Pannier, 10th May, Haiphong and Hoihow 9th May, General.—A. R. Marty.	
HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 7th May, San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General.—J. S. Van Buren.	
LOKSAK, British steamer, 1,104, W. G. Lack, 14th May, Moji 9th May, Coal.—Jardine, Matheson & Co.	
LOOSK, British steamer, 1,020, J. B. Jackson, 15th May, Bangkok 8th May, Teakwood and Rice.—Butterfield & Swire.	
MAIDZURU MARU, Jap. str., 868, K. Sabozima, 15th May, Amoy and Swatow 14th May, General.—Mitsui Bussan Kaisha.	
MAUSAK, British steamer, 1,614, Walsh, 8th May, Sandakan 2nd May, Timber.—Jardine, Matheson & Co.	
MEAD, American transport, 5,326, G. W. Wilson, 26th April, Manila 23rd April, 24th April, Saigon 20th April, Rice and General.—Butterfield & Swire.	
ON SANG, British steamer, 1,878, J. Young, 14th May, Sourabaya and Samarang 30th April, Sugar.—Jardine, Matheson & Co.	
PASARAN, British steamer, 1,735, H. E. Harris, 14th May, Koh-si-chang 6th May, Rice.—Bradley & Co.	
PETRIANA, British steamer, 1,140, Shope, 25th Mar., Belik, (Papan) 10th Mar., Kerosine.—Arnold, Karberg & Co.	
POMPEY, American steamer, 785, J. H. Scriven, 21st Mar., Manila 18th Mar., Coal.—U. S. Navy.	
RANZA, British steamer, 3,434, Geo. H. Arnot, 9th May, New York 12th Mar., Case Oil.—Standard Oil Co.	
SABINE RICKMERS, British steamer, 690, Nasbett, 16th May, Swatow 14th May, Ballast.—Arnold, Karberg & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.	
SUISANG, British steamer, 1,776, E. J. Tadd, 15th May, Calcutta via Penang and Singapore 8th May, General.—Jardine, Matheson & Co.	
TAICHOW, German steamer, 850, W. Reher, 16th May, Bangkok 6th May, Rice and Wood.—Butterfield & Swire.	
TAI CHONG, German steamer, 828, H. Ahrens, 13th May, Saigon 8th May, Rice and Flour.—Meyer & Co.	
VICTORIA, American steamer, 2,112, J. Pantan, 9th May, Tacoma 13th April, General.—Dedwell & Co., Ltd.	
Sailing Vessels.	
ADOLPH UBRIG, American ship, 1,262, Aubury, 19th Dec., New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.	
DUNDEE, British ship, 1,998, Heron, 14th Dec., New York 29th June, Kerosine Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,086, Thomas, 21st Dec., Cardiff via Cape Town 26th Sept., Coal.—Government.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April, Nagasaki 1st April, Ballast.—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 135, A. H. Olsen, 30th Mar., Ponape and Line Island 11th Mar., Copra.—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General.—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, H. Smith, 4th Mar., from New York, Oil.—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast.—Siemens & Co.	
ONI, British schooner, 1,951, R. Pinkham, 9th April, Cardiff 23rd Feb., Patent Fuel.—Government.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.	
VIMPERIA, British 4-masted bark, 2,333, D. S. Millan, 23rd Jan., New York 3rd Sept., Case Oil.—Order.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	
Hongkong, May 17th, 1901.	
Alacrity, despatch vessel, 1,700 tons, 10 guns, 1,000 h.p., Comdr. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Hongkong.	
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Wosung.	
Argentine, 1st-class cruiser, 11,000 tons, 16,500 h.p., 10 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Asra, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Barham, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Wosung.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.	
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,000 h.p., Commander Sir Bourchier, Hongkong.	
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Shanghai.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tildard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihaiwei.	
Eth, coast defence gunboat, 361 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 300 h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Inglefield, Hongkong.	
Gotha, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wipit, en route Shanghai.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.	
Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.	

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.

Isti, 2nd-class cruiser, 5,550 tons, 11 guns, 9,500 h.p., Capt. Charles Windham, Weihaiwei.

Janus, torpedo-boat destroyer, in reserve.

Linnit, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Amoy.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Other, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phant, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. C. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 4 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,400 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Towed, coast defence gunboat, 361 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 360 h.p., Lieut.-Comdr. Watson, Linkiang.

Woodlark, river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Asperu, Austrian gunboat, 976 tons, Capt. V. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Elisen, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,660 tons, 5,900 h.p., Capt. J. P. Kousland, Yangtze.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Blum, Rittner v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.

Zaire, Portuguese cruiser, 600 tons, Capt. Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Capt. Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 30 guns, 9,500 h.p., Captain Jaloffev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Captain Vsevolodsky, at Tientsin.

Albatros, Russian gunboat, 810 tons, 8 guns, 1,470 h.p., Captain Elmsky, at Nagasaki.

Bobru, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Taku.

Dimitri Donasky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Simon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serberoff, at Taku.

Gremiatshky, Russian armoured cruiser, 1,400 tons, twin screw 12 guns, 2,000 h.p., Capt. Milikashvsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjurov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakov, at Nagasaki.

Narvik, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayevskid, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Olyansky, Russian armoured cruiser, 1,490 tons twin screw, 12 guns, 2,000 h.p., Capt. Coprinoff, at Nagasaki.

Petrovskitch, Russian battleship, 12,000 tons, 12 guns, 10,000 h.p., Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orzeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosboynsk, Russian cruiser, 1,330 tons, 11 guns, 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Siladze, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.

Stouich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubar, at Nagasaki.

Suenborg, 1st class, Russian torpedo boat, 109 tons, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vosloch, Russian torpedo gunboat, 4 guns, 1,200 h.p., Com. Melchousky, at Nagasaki.

Vradnich, Russian torpedo boat, 400 tons, guns, twin screw, 1,500 h.p., Capt. Rogov, at Taku.

Zablaka, Russian cruiser, 1,430 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novsky, at Shanghai.

Fori, Russian torpedo boat, 33 tons, 1 gun, 220 h.p., 16 knots.

Janchitch, Russian torpedo boat, 87 tons, 2 guns, 970 h.p., 19 knots.

Kaizak, Russian torpedo boat, 350 tons, Com. Mouravieff, at Shanghai.